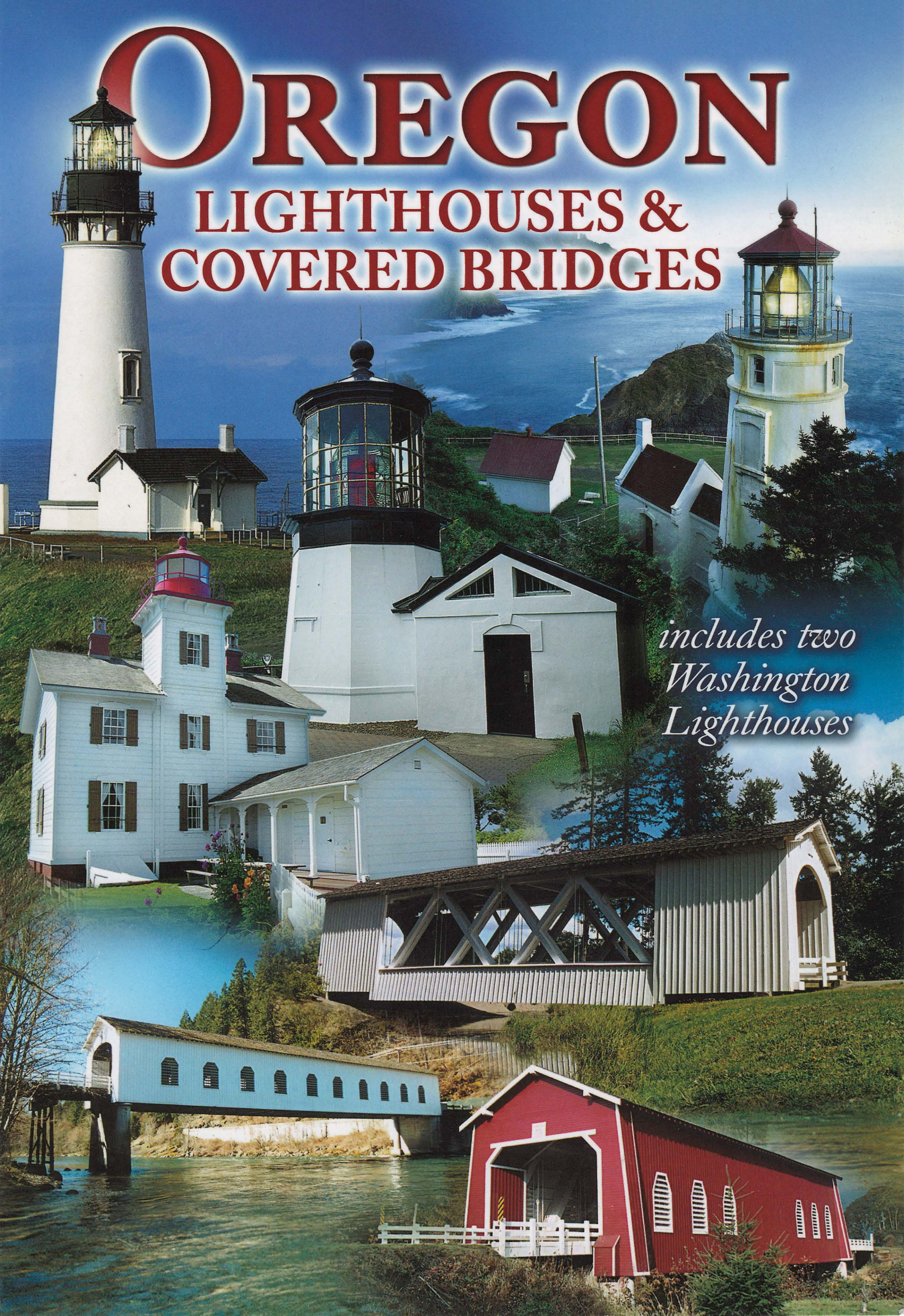
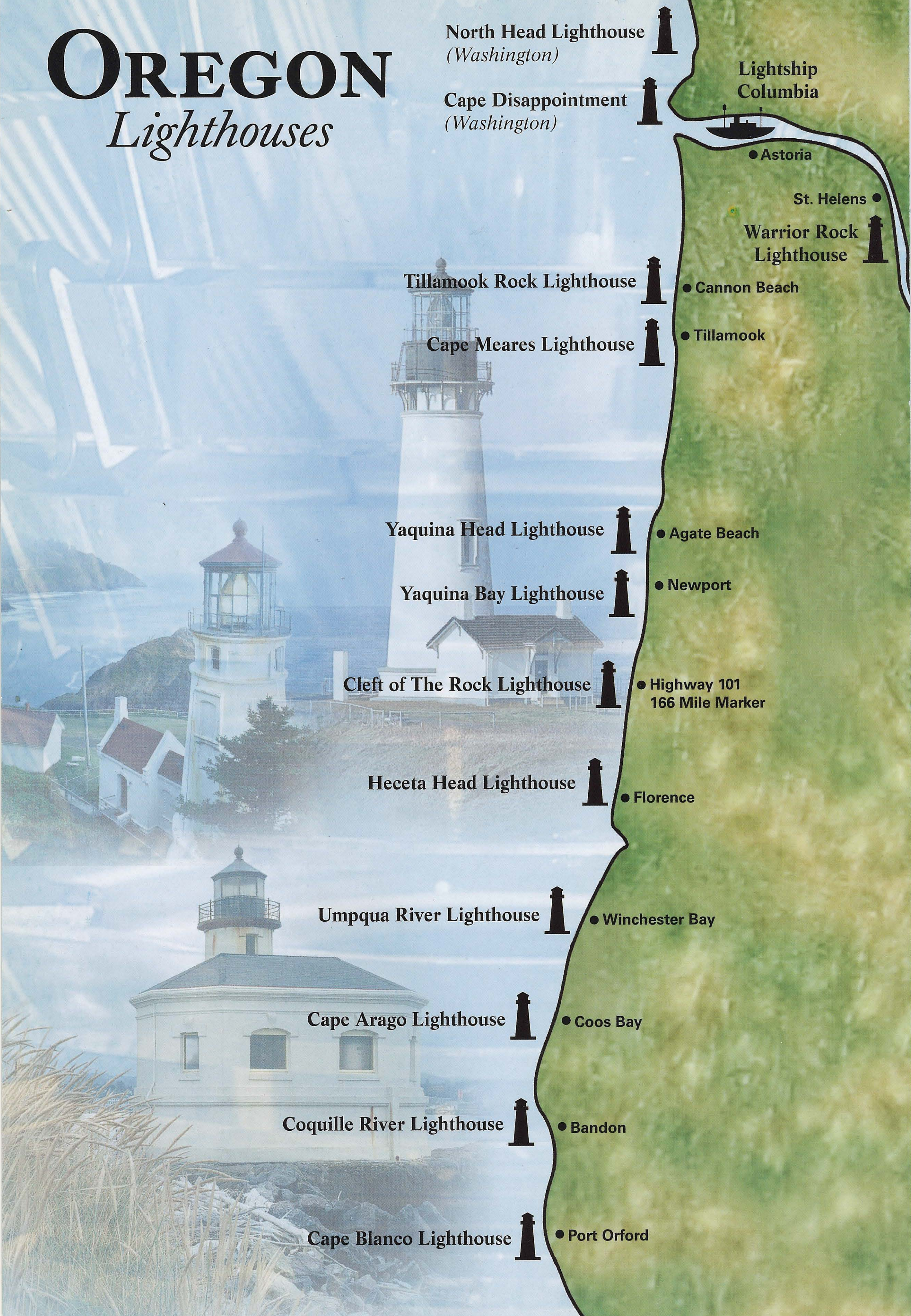
OREGON
LIGHTHOUSES & COVERED BRIDGES

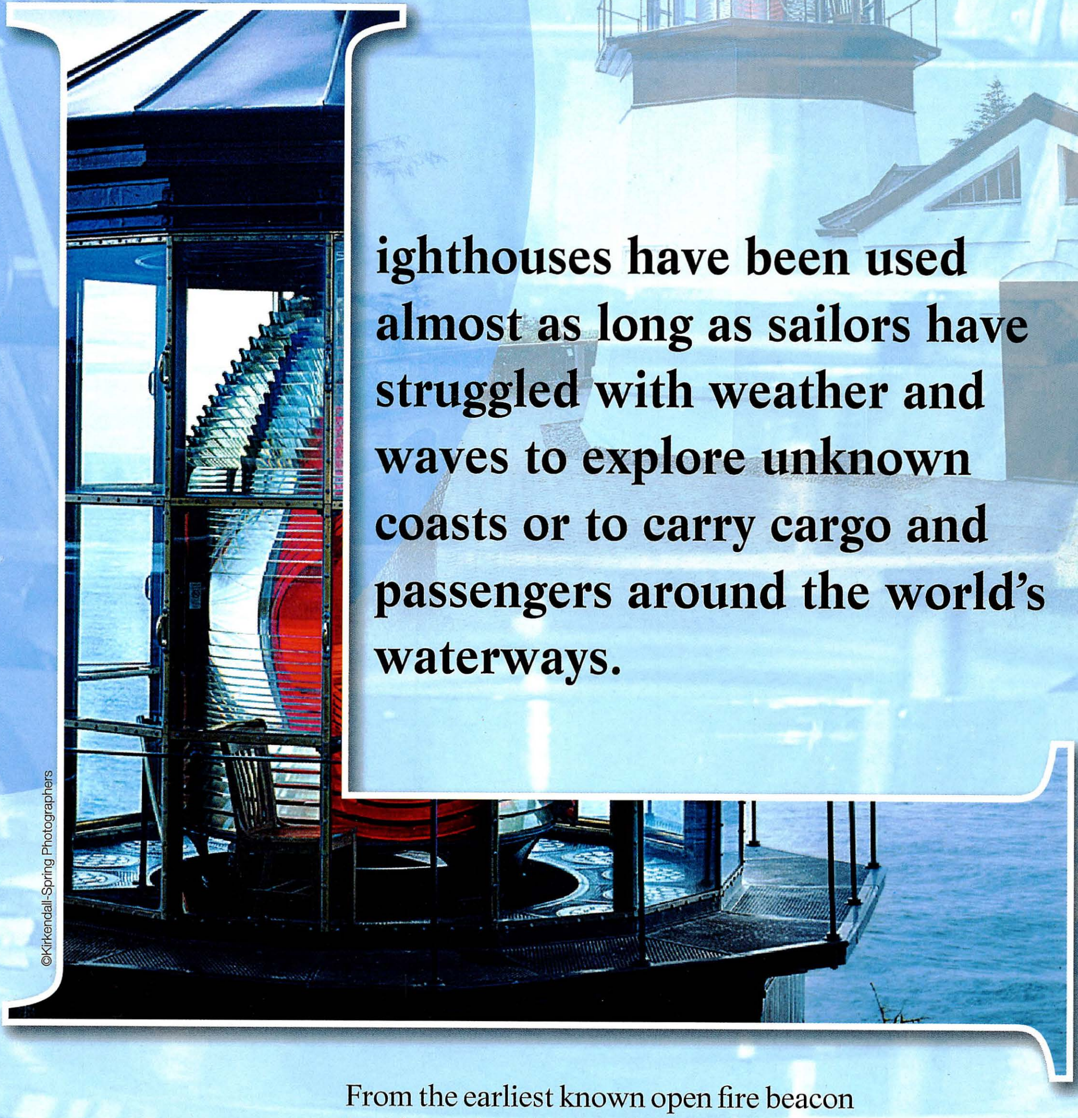


includes two Washington Lighthouses

OREGON
Lighthouses


North Head Lighthouse
(Washington)
Cape Disappointment
(Washington)
Lightship
Columbia
Astoria
St. Helens
Warrior Rock
Lighthouse
Tillamook Rock Lighthouse
Cannon Beach
Cape Meares Lighthouse
Tillamook
Yaquina Head Lighthouse
Agate Beach
Yaquina Bay Lighthouse
Newport
Cleft of The Rock Lighthouse
Highway 101
166 Mile Marker
Heceta Head Lighthouse
Florence
Umpqua River Lighthouse
Winchester Bay
Cape Arago Lighthouse
Coos Bay
Coquille River Lighthouse
Bandon
Cape Blanco Lighthouse
Port Orford

HISTORY



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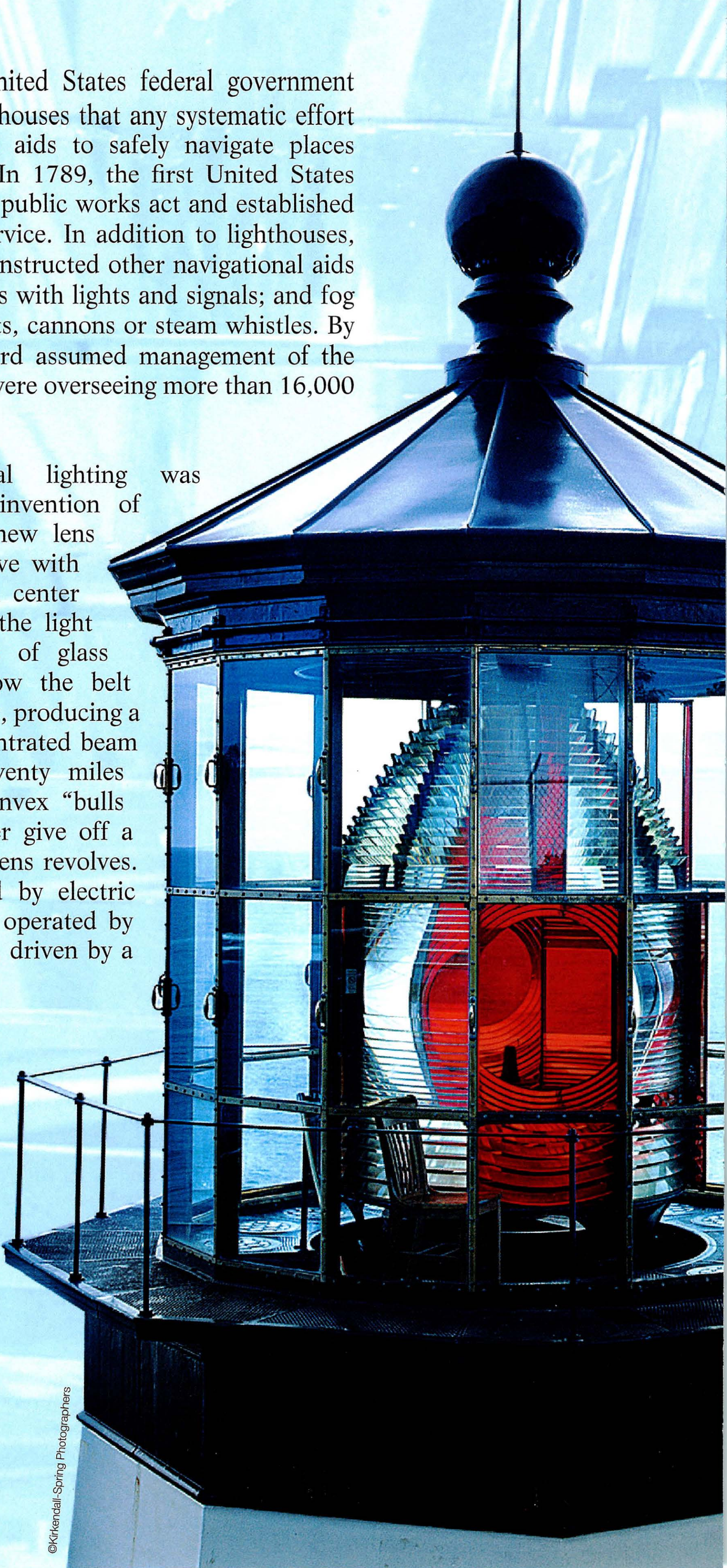
Lighthouses have been used almost as long as sailors have struggled with weather and waves to explore unknown coasts or to carry cargo and passengers around the world's waterways.

From the earliest known open fire beacon in Alexandria, Egypt, that came into use around 260 B.C., to the first lighthouse in America at Boston Harbor in 1716, lighthouses continued to emerge during the 19th century along heavily traveled shipping lanes on the open ocean as well as inland lakes and rivers.

It was not until the United States federal government assumed control of lighthouses that any systematic effort was made to construct aids to safely navigate places where hazards existed. In 1789, the first United States Congress passed its first public works act and established a national lighthouse service. In addition to lighthouses, the Lighthouse Board constructed other navigational aids such as light ships; buoys with lights and signals; and fog horns, including trumpets, cannons or steam whistles. By the time the Coast Guard assumed management of the lighthouse system, they were overseeing more than 16,000 aids to navigation.

In 1822, navigational lighting was revolutionized by the invention of the Fresnel lens. The new lens resembles a giant beehive with a light at the center. A center belt of glass magnifies the light while concentric bands of glass prisms above and below the belt refract and bend the light, producing a narrow sheet of a concentrated beam that could be seen twenty miles out to sea. Circular, convex "bulls eye" lenses at the center give off a flashing light when the lens revolves. Before being automated by electric motors, the system was operated by a clockwork mechanism, driven by a falling weight.



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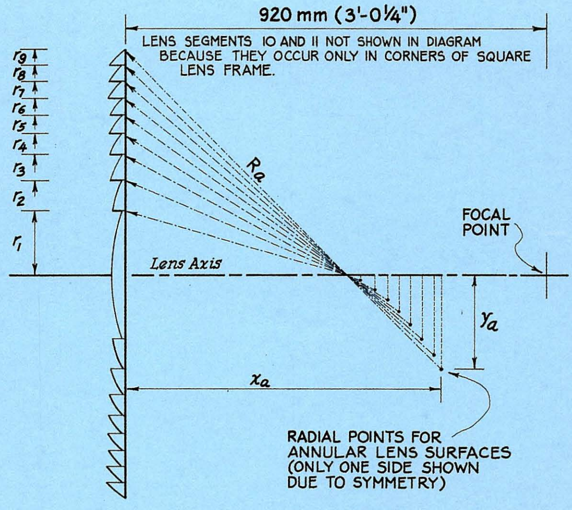
For all time, until automation in the 20th century, lighthouses required individuals to tend the lamps and fog signals personally, day and night, day after day, year after year. Few jobs have ever required such devotion and dedication to duty in such solitary, sometimes dire, conditions. To maintain a good light with early lamps, the keeper had to haul fuel up the towers and keep the oil reservoirs full; trim the wicks of a dozen or more lamps; keep the lantern and reflectors clean; and keep the lights burning from sunset to sunrise, no matter what maelstrom of obstacles might stand in the way.

FRESNEL LENS

In 1821, Augustin Jean Fresnel (Freh-Nel), designed eight theoretically identical lenses composed of individually manufactured annular prisms for use in an experimental light at the renowned Cordouan lighthouse in France. Unlike the lenses of his predecessors, Fresnel's lens included corrections based on formulas he had developed for spherical aberrations, light wave interference, double refraction and polarization. In sections, each annular prism has a unique radial point which lies off the lens axis. Due to the symmetry of a Fresnel lens, the diagram shows radial points for only half of the lens. The metric dimensions given are for a "First-order" lens. The planar convex lens form was chosen by Fresnel because its flat back permitted easy assembly of lens pieces on a flat table, where they were glued together and mounted in bronze frames.

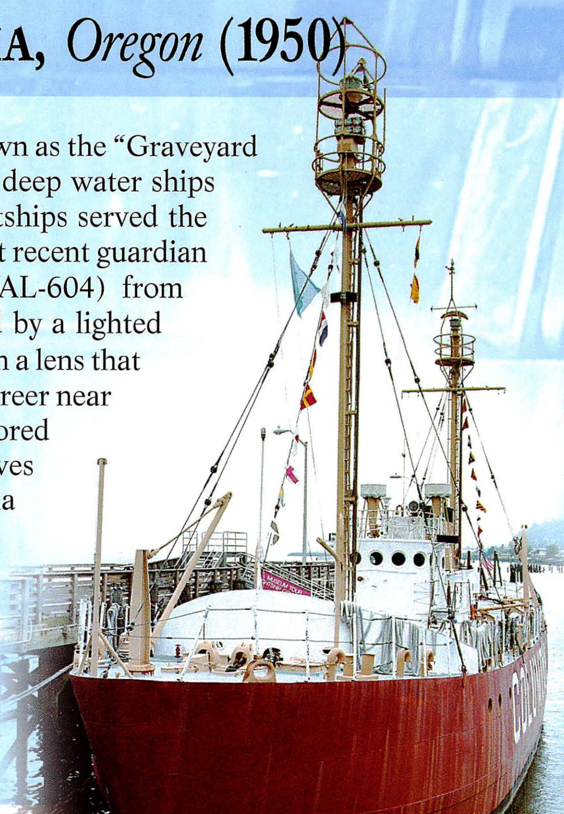

920 mm (3'-0¼")
LENS SEGMENTS 10 AND 11 NOT SHOWN IN DIAGRAM BECAUSE THEY OCCUR ONLY IN CORNERS OF SQUARE LENS FRAME.
r_9
r_8
r_7
r_6
r_5
r_4
r_3
r_2
r_1
R_a
FOCAL POINT
Lens Axis
y_a
x_a
RADIAL POINTS FOR ANNULAR LENS SURFACES (ONLY ONE SIDE SHOWN DUE TO SYMMETRY)

Lens Segment	a=1	2	3	4	5	6	7	8	9	10	11
x_a	454.79	488.55	513.38	540.71	565.27	588.00	614.35	636.90	660.11	683.41	712.79
y_a	00.00	13.08	31.72	57.00	84.86	114.93	151.50	189.55	230.17	280.60	323.00
r_a	140	208.15	262.40	309.20	350.50	387.44	422.23	456.23	490.00	523.33	553.33
R_a	483.50	543.60	598.62	659.77	719.84	779.48	846.45	911.30	980.50	1057.70	1136.01

ALL DIMENSIONS IN MILLIMETERS (DIVIDE BY 25.4 TO CONVERT TO INCHES).
DATA BASED ON PLATE XII IN ALAN STEVENSON, ACCOUNT OF THE SKERRYVORE LIGHTHOUSE WITH NOTES ON THE ILLUMINATION OF LIGHTHOUSES, EDINBURGH, SCOTLAND: ADAM AND CHARLES BLACK, 1848.

LIGHTSHIP COLUMBIA, *Oregon* (1950)

The mouth of the Columbia River is known as the "Graveyard of the Pacific." More than two hundred deep water ships are said to be buried there. Several lightships served the area beginning as early as 1875. The most recent guardian to serve was *Lightship Columbia,* (WAL-604) from 1950 until 1979 when she was replaced by a lighted horn buoy. *Columbia* is 128 feet long with a lens that was visible for 13 miles. She spent her career near the Columbia River Bar, but is now moored on the Astoria waterfront where she serves as the featured attraction of the Columbia River Maritime Museum.
DIRECTIONS: Take Hwy. 101 to Astoria. The Columbia River Maritime Museum is located along the Columbia River on Hwy. 30 in Astoria. The Lightship is located at the Museum, 1792 Marina Drive.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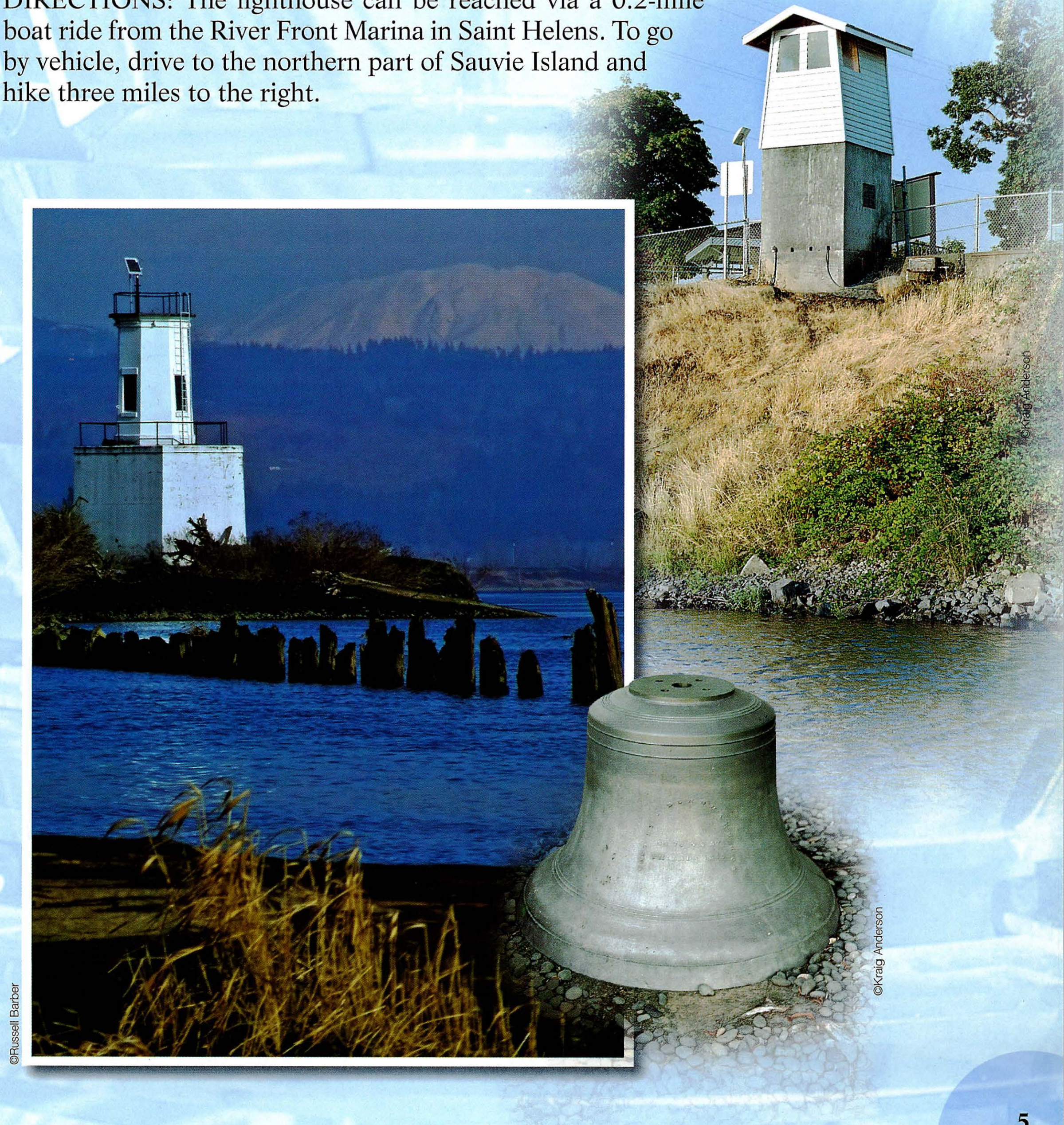
WARRIOR ROCK LIGHTHOUSE, *Oregon* (1889)

An exploration party from Captain George Vancouver's ship, encountered a group of war clad Chinook Indians at a rocky point on Sauvie Island in the Columbia River, south of St. Helens in 1792. They designated the site "Warrior Rock". Almost one hundred years later in 1889, a small two story lighthouse was built to guide river traffic into Portland. The frame house, set on a sandstone foundation, was rebuilt in the 1930's with a 28 foot concrete tower. The lighthouse operated until 1969 when the light and fog bell were disabled by a barge that ran into the structure. The fog bell has the distinction of being the oldest bell in the Pacific Northwest and can be seen at the St. Helens' County Courthouse.

DIRECTIONS: The lighthouse can be reached via a 0.2-mile boat ride from the River Front Marina in Saint Helens. To go by vehicle, drive to the northern part of Sauvie Island and hike three miles to the right.



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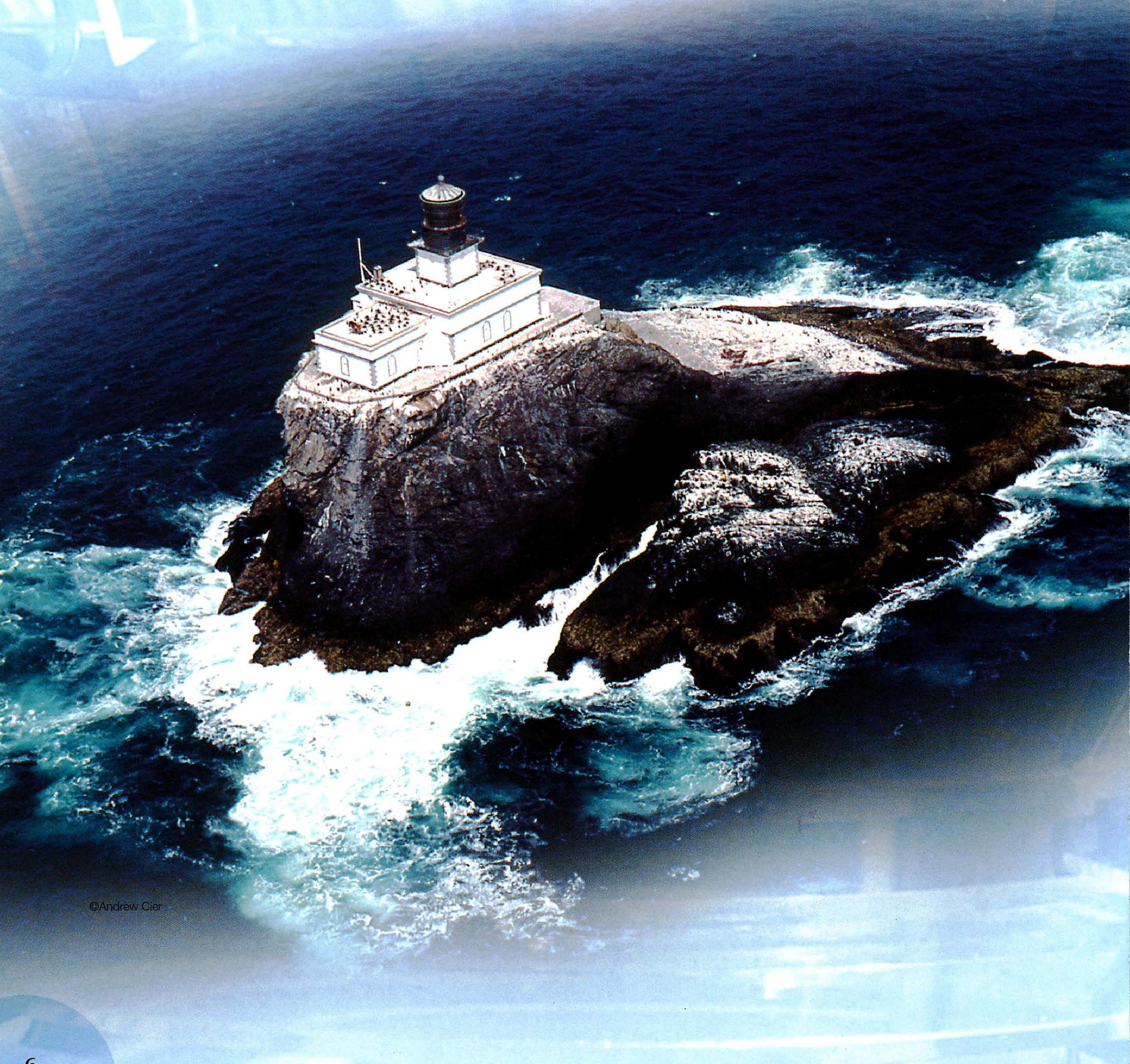
TILLAMOOK ROCK LIGHTHOUSE, *Oregon* (1881)

One of the most famous Pacific Coast lighthouses was built like a medieval fortress on a three quarter acre block of basalt rock exposed to giant seas and howling storms. To all keepers who served at this offshore station during a storm, “Terrible Tilly” seemed rooted in hell. The structure, completed in 1881, is 62 feet tall and stands 133 feet above sea level. One keeper survived to report a rogue wave of more than 150 feet high that washed over the tower. The lst-order Fresnel lens served almost continuously until 1957, when it was deactivated and replaced by a whistle buoy.

DIRECTIONS: Take Hwy. 101 just north of Cannon Beach. Exit west on beach loop. After 0.3 miles turn right on 5th street and drive 0.15 miles to Ecola Park. Turn right on Ecola Park Road, and follow it for the best view of the lighthouse.



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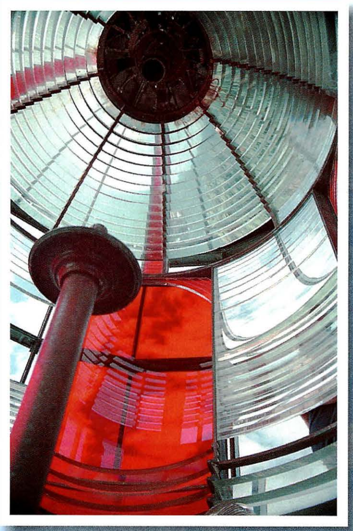
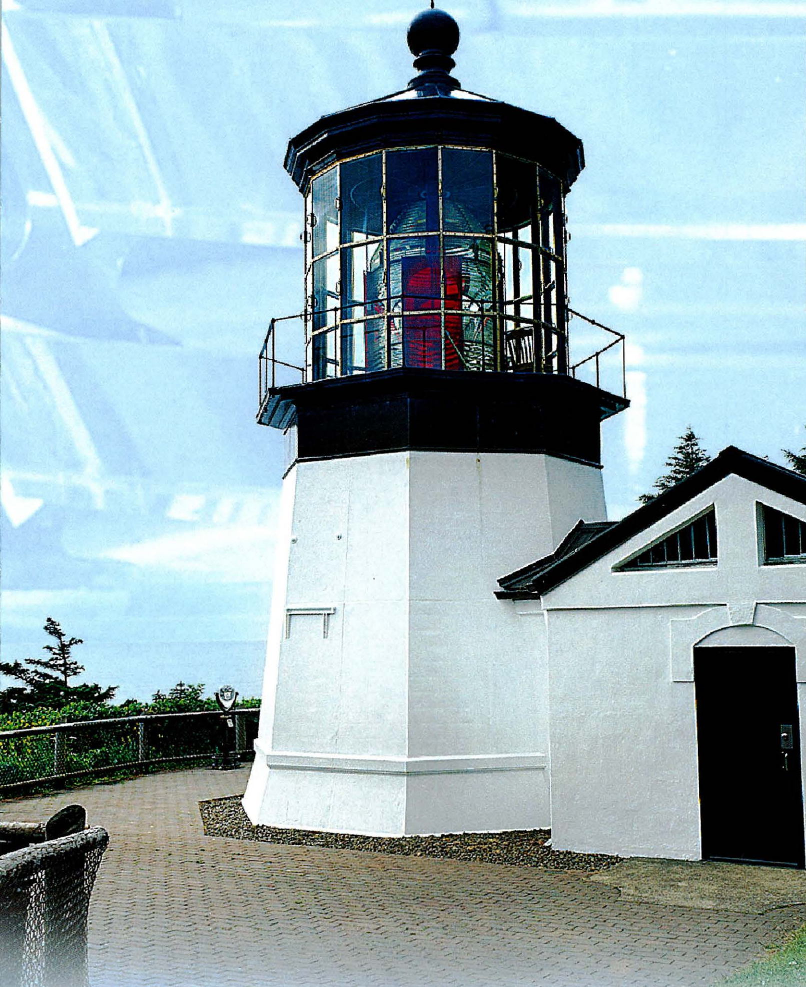
CAPE MEARES LIGHTHOUSE, *Oregon* (1890)

Standing boldly, 217 feet above the ocean, Cape Meares is a 38 foot octagonal tower that still contains the original 1st-order Fresnel lens. Built in 1890, the lighthouse was decommissioned in 1963 when the Coast Guard installed a powerful automated beacon in a nearby concrete blockhouse. The old lighthouse suffered severe vandalism, including the theft of its bullseye lenses and the destruction of the keeper's dwelling. A preservationist group rescued the historic landmark and restored it for use as a tourist attraction. Over the years, three of the four stolen bullseyes have been recovered and the Fresnel lens is partially restored.

DIRECTIONS: Take Hwy. 101 to Tillamook. Follow 3rd street, also known as Netarts Highway, west to Bay Ocean Road. Proceed north on Bay Ocean Road around Tillamook Bay. The road will turn south and become Cape Meares Loop Road. Roughly 2.2 miles after the road turns south, you will be at Cape Meares.



©Kraig Anderson



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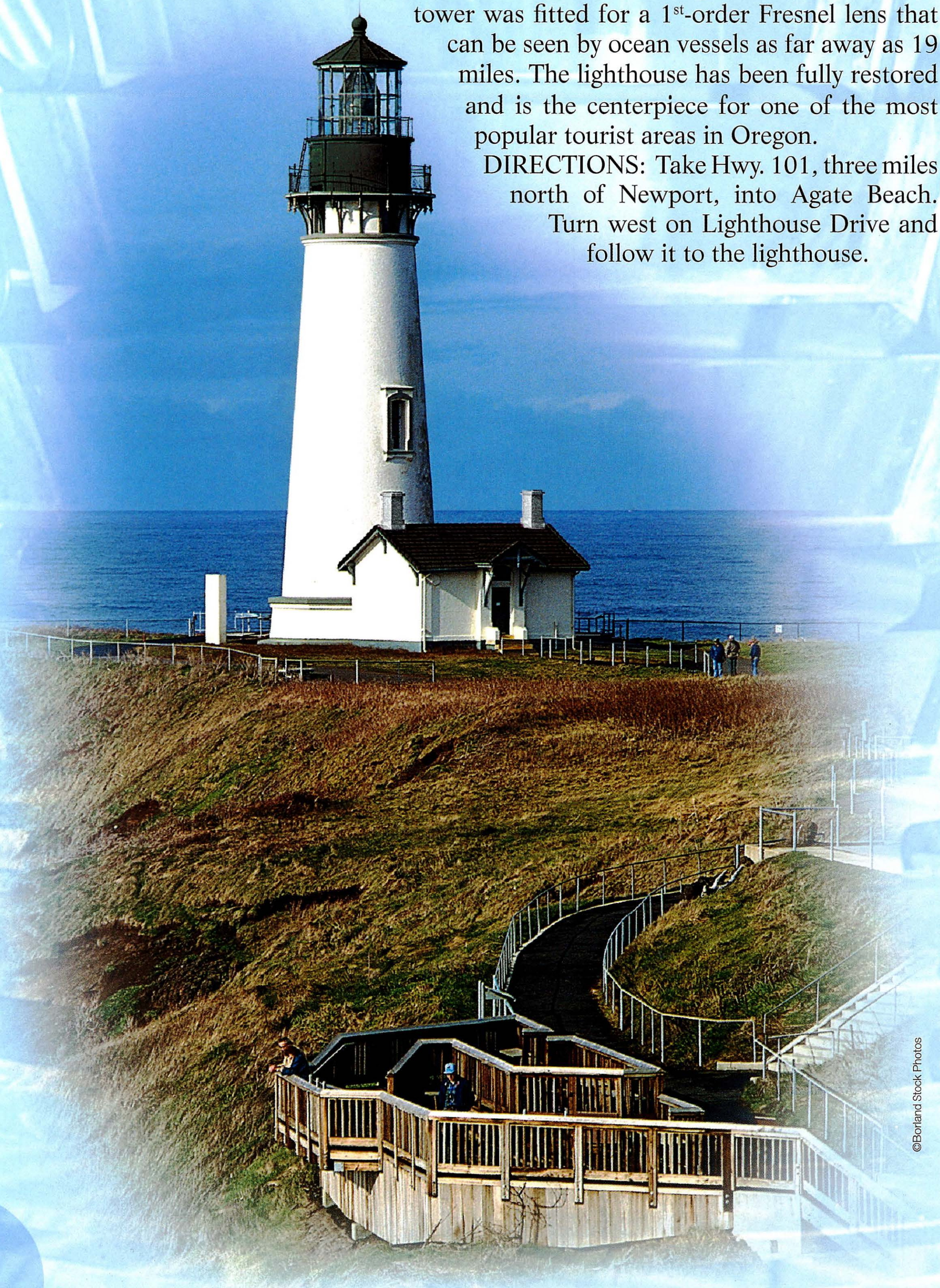
YAQUINA HEAD LIGHTHOUSE, *Oregon* (1873)

Yaquina Head is a classic 93 foot tall cylindrical brick tower, painted white with an Italianate-style lantern room and a roof. The beautiful tower stands 162 feet above sea level on a flower filled, grassy headland. The structures were completed in 1873 and the tower was fitted for a 1st-order Fresnel lens that can be seen by ocean vessels as far away as 19 miles. The lighthouse has been fully restored and is the centerpiece for one of the most popular tourist areas in Oregon.

DIRECTIONS: Take Hwy. 101, three miles north of Newport, into Agate Beach. Turn west on Lighthouse Drive and follow it to the lighthouse.



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YAQUINA BAY LIGHTHOUSE, *Oregon* (1871)

This two story frame dwelling, with a lantern room rising from the roof, was constructed in 1871 as a harbor light for the growing town of Newport. Equipped with a 5th-order Fresnel lens, the light served until the larger Yaquina Head light was built a few miles away, which then made the smaller light unnecessary.. The facility was rescued from demolition by a local historical society and has been refurbished as a museum. A new lens was donated to the lantern room and the historic light shines again as a private navigation aid.

DIRECTIONS: Take the first exit north of the Yaquina Bridge on Hwy. 101 in Newport and proceed west into Yaquina Bay State Park, where the lighthouse is located on top of the hill.

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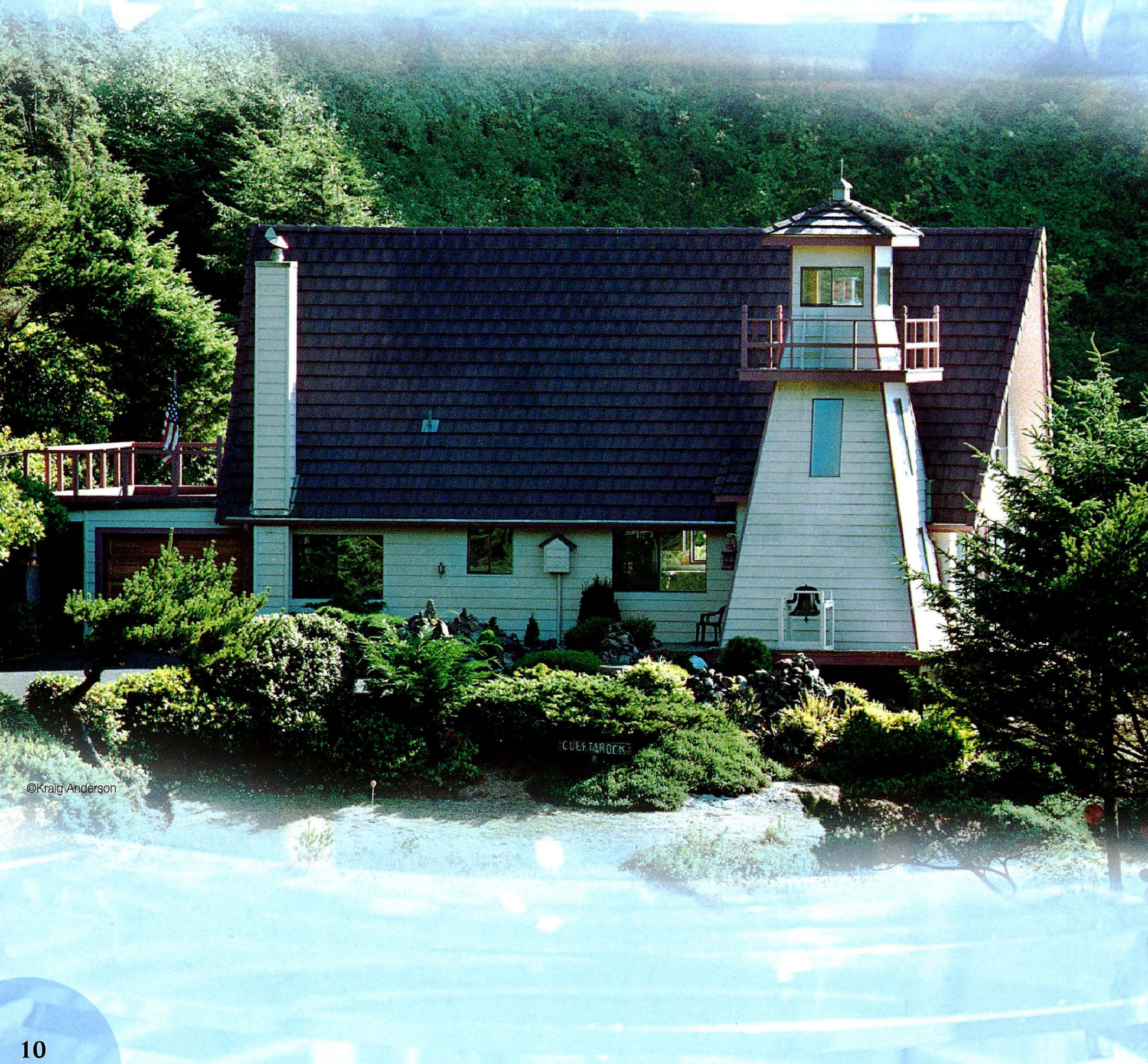
CLEFT OF THE ROCK LIGHTHOUSE, *Oregon* (1976)

This private home and lighthouse were built at Cape Perpetua by lighthouse historian and writer, Jim Gibbs, in 1976. The site was first described by explorer Captain James Cook, on March 7, 1778, who named the wooded hill and valley, Cape Perpetua, in honor of the saint's day of that sighting. Designed as a replica of the former Fiddle Reef Lighthouse near Victoria, British Columbia, the structure is 110 feet above the sea and stands 34 feet tall. It is constructed of painted redwood siding. The optic, formerly used by the Canadian Coast Guard, sends a beam from a halogen globe that can be seen 16 miles out to sea.
DIRECTIONS: From Yachats, take Hwy. 101 south for 1.8 miles to the turnout near milepost 166. This is a private residence and can be viewed only from the turnout.



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HECETA HEAD LIGHTHOUSE, *Oregon* (1894)

On a picturesque, forest covered headland rising sharply from the ocean, Heceta Head lighthouse was constructed in 1894. The 56 foot conical tower houses a 1st –order Fresnel lens and is still a working lighthouse, casting its beams almost 21 miles out to sea (the maximum viewing distance before being blocked by the curvature of the earth). The tower rises to an elevation of 205 feet above the sea and is one of the most photographed lighthouses in America. The Queen Anne style keeper's dwelling has been restored to its original splendor and is used today as a bed and breakfast. "Magical" is the word visitors use to describe this site.

DIRECTIONS: Located 11 miles north of Florence, turn west off Hwy. 101 into Heceta Head Lighthouse State Scenic Viewpoint.

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UMPQUA RIVER LIGHTHOUSE, *Oregon* (1894)

This stately lighthouse was built about the same time as Heceta Head Lighthouse and is almost its architectural twin. It was built to replace the state's first coastal beacon that was erected in 1857 and collapsed after only four years of operation. Like Heceta Head, this lighthouse has a 1st-order Fresnel lens with about 600 prisms. The lens is considered to be one of the most beautiful on the coast because it has 24 bullseye lenses of which six are red. At night, the beam flashes red and white and is still used as an aid to navigation.

DIRECTIONS: From Winchester Bay, take Hwy. 101 less than 1 mile south. Turn west on Lighthouse Road and go 0.7 miles to the lighthouse.

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Cape Arago Lighthouse, *Oregon* (1934)

The shores of Coos Bay have been littered for years with the flotsam and jetsam of numerous ships, including many schooners loaded with lumber, shattered to kindling, attempting to cross the bar. In 1866, the Lighthouse Board established a wrought iron sentinel that was threatened by erosion and replaced in 1909 and again in 1934. The current structure is a 40 foot tall, octagonal tower, rising from a fog signal building. The 4th-order Fresnel lens is 100 feet above sea level and provides visibility from sixteen miles at sea. The unique fog horn is a favorite of locals.

DIRECTIONS: From Hwy. 101 in Coos Bay, take Newmark Street West. Newmark Street will become Cape Arago Highway. Follow the highway to Sunset Bay State Park. Shortly after you pass the entrance to the camping area, and before you reach Shore Acres, there will be a pullout area on your right from which you can view the lighthouse.

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COQUILLE RIVER LIGHTHOUSE, *Oregon* (1896)

This little lighthouse was built in 1896 with a 4th-order Fresnel lens to protect ships from the shallows of the Coquille River during the period of busy lumber shipping in and out of Port Bandon. By 1939, the 40 foot tall tower and watch room had deteriorated and an automated beacon on a nearby jetty replaced the old station. The lighthouse, unique because of its Victorian Italianate style, was restored in 1979 and is a part of Bullards Beach State Park, a highly rated wildlife viewing area.

DIRECTIONS: From Hwy. 101 two miles north of Bandon, turn west into Bullards Beach State Park and follow Park Road to where it ends at the Coquille River.

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CAPE BLANCO LIGHTHOUSE, *Oregon* (1870)

This isolated lighthouse rises majestically atop white cliffs at the end of a spur that juts one and a half miles into the Pacific Ocean, making this the most westerly point in Oregon. Because of navigational hazards as well as wind, rain, and sharp terrain, this lighthouse was commissioned in 1870, making it the state's oldest continuously operating lighthouse as well as the station having the highest focal plane above the sea at 256 feet. The 59 foot tall tower was equipped with a 1st-order Fresnel lens with its one million candlepower flashes that could be seen from over 20 miles at sea. In 1936, the lighthouse was electrified and the actual lens was replaced with a smaller eight sided, rotating lens.

DIRECTIONS: From Hwy. 101, go 4.5 miles north of Port Orford. Turn west on Cape Blanco Road and follow it to the lighthouse.

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NORTH HEAD LIGHTHOUSE, *Washington* (1898)

Mariners approaching the Columbia River from the north were unable to see the Cape Disappointment Light in time to avoid the headland's hazards. After many shipwrecks and complaints, the Lighthouse Service constructed a conical masonry tower in 1898 that is 65 feet from its sandstone base and 194 feet above sea level. The 1st-order Fresnel lens was transferred to the new lantern room from Cape Disappointment. During the 1930's, the Coast Guard moved the veteran lens to a nearby museum. The beautiful lighthouse is still in service with two automated aerobeacons.

DIRECTIONS: Follow Hwy. 101 to Ilwaco, Washington. Take Hwy. 100 south about 1.5 miles to Cape Disappointment State Park. Turn onto Robert Gray Drive and follow to the Lighthouse.

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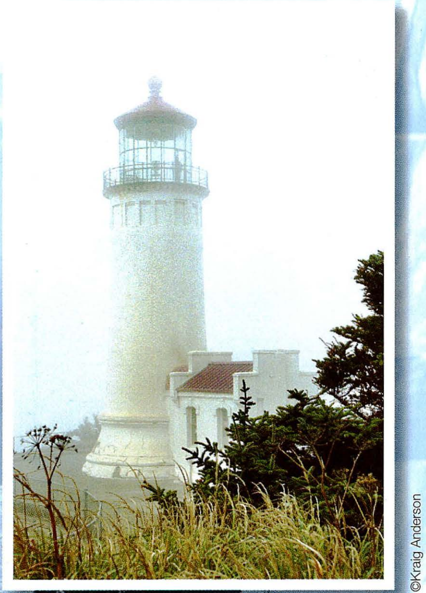

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Cape Disappointment, *Washington* (1856)

By the time the mighty Columbia River joins the Snake River to sweep westward down the Cascade Mountains into the Pacific Ocean near Astoria, the river combines with the sea in a raging cauldron of frothing, white water. Seething over shifting sand bars and shoals, it threatens to devour any ship caught in its mouth. Here, in fact, the ship carrying crew and materials to build a lighthouse was wrecked on the river bar in view of the proposed building site. The next year, a 53 foot masonry tower was completed, but had to be enlarged to accommodate a 1st-order Fresnel lens that went into service in 1856.

DIRECTIONS: Follow Hwy. 101 to Ilwaco, Washington, on the north side of the Columbia River. Take Hwy. 100 south into Fort Canby State Park where parking is available near the Lewis & Clark Interpretive Center. Follow the trail up the bluff to the lighthouse.

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A GUIDE TO OREGON COVERED BRIDGES

WILD CAT BRIDGE

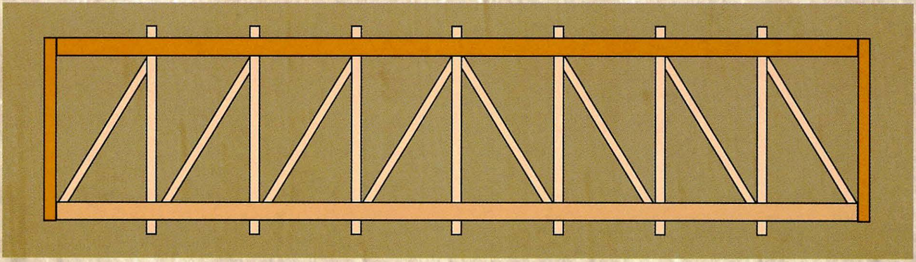
Before the widespread use of concrete, all bridge decks were built of wood. Because of rainfall and wood rot, the bridges needed to be protected by roofs.

Covered bridges were a natural solution for Oregon because timber was abundant and inexpensive. The covered bridge tradition in Oregon dates from the 1850's, although the heyday occurred between 1905 and 1925 when there were an estimated 450 covered bridges in the state. Currently, there are approximately 50 preserved bridges.

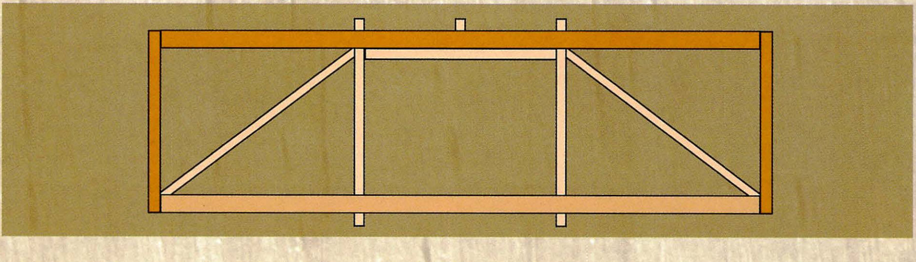
The World Guild Number has been adopted by the National Society for the Preservation of Covered Bridges. The assigned World Guild Number for each bridge is the combination of a state, county and bridge identifier. Oregon, being the 37th state alphabetical, dictates the first two digits of the identifier. The counties are also assigned numbers in alphabetical order. All bridges in Benton County, for example, contain the number 37-02-because Benton County is the second county in the state alphabetically. The third set of numbers are assigned to the actual bridge location, although the name of the bridge or stream is not a factor in the assignment. Many bridges have been destroyed since the adoption of the World Guild Number. Since the number is not reused or reassigned, some numbers are missing. Combinations of numbers and letters denote a bridge which does not use a true truss for a support but is covered, nonetheless.

Bridges are supported using trusses placed down the side of the bridge to carry the weight. Three types of trusses were used. The *Kingpost truss* is the simplest design using single pieces of wood for the beams. It cannot be built very big because a beam long enough to span a large distance is difficult to find. The *Queenpost truss* solved the problem by adding an upper chord as a brace to allow the uprights to transfer the force from the lower chord to the diagonals. However, like the Kingpost, once the truss reached a certain length, the beams would still not be long enough. The *Howe truss* was named for its builder. It introduced iron into the design by substituting adjustable iron rods for the vertical members of the structure. No longer were long beams needed because all that had to be done to make the truss larger was to add more diagonal beams. This design uses the strength of wood and steel to make a very sturdy truss. Most of Oregon's bridges utilize the Howe truss.

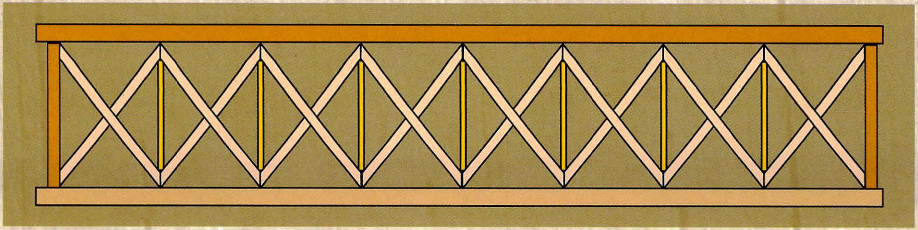
KINGPOST TRUSS



QUEENPOST TRUSS

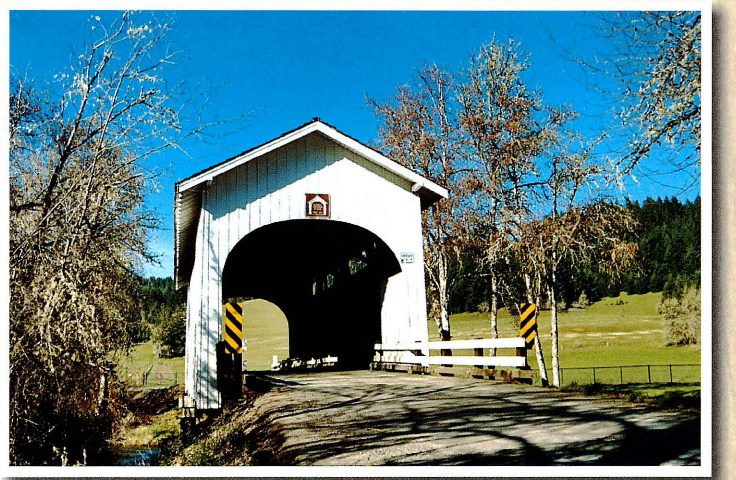


HOWE TRUSS



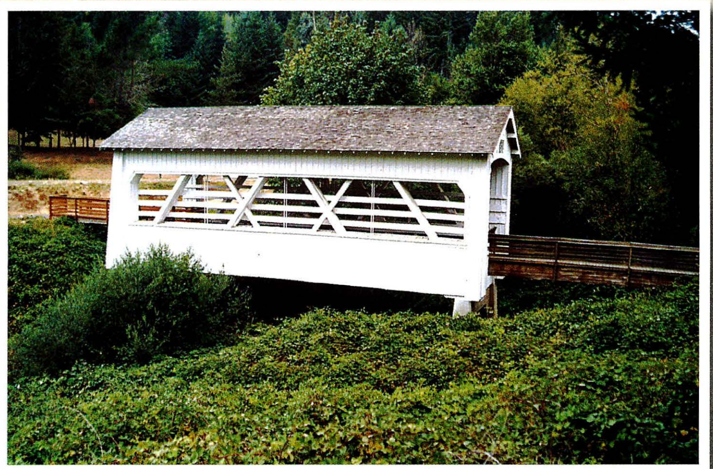
2. **HARRIS COVERED BRIDGE,** *Benton County* (World Guide Number 37-02-04)

This 75 foot bridge was built in 1929, although some records show 1936. It crosses Mary's River, west of Corvallis. The design features rounded portals with narrow windows below the roofline to light the interior. It is constructed with the sturdy Howe truss style. DIRECTIONS: *From Corvallis take Hwy. 20 through Philomath to Wren. Exit the highway, turn right twice to head back under the highway (veering) to the right at the "Y". Continue to travel west on Harris Road for approximately 2.5 miles.*



46. **SANDY CREEK BRIDGE AKA REMOTE,** *Coos County* (World Guide Number 37-06-09)

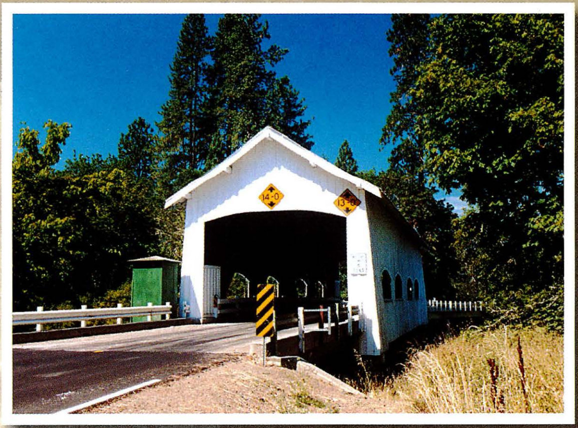
The 60 foot Howe truss span is officially called Sandy Creek Bridge for the stream that it crosses, but many people call it Remote Bridge for the small town a half mile away. From 1921 until 1949, the bridge carried heavy traffic and was strengthened with double trusses. In 1981, it was refurbished and turned into a park site. DIRECTIONS: *From Roseburg travel west on Hwy. 42 approximately 31 miles to Remote. Sandy Creek Bridge is on the north side of Hwy. 42, 0.25 miles west of the Remote exit.*



40. ROCHESTER BRIDGE *Douglas County*

(World Guide Number 37-10-04)

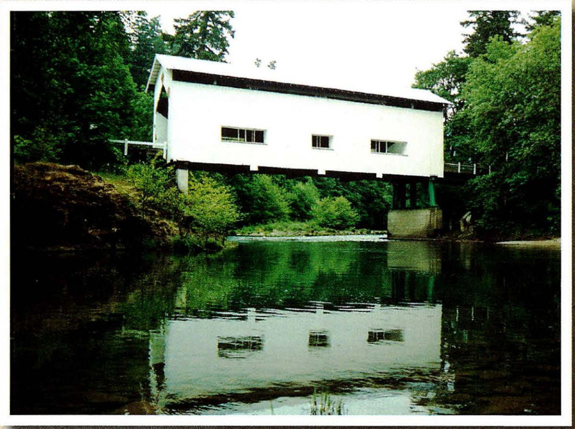
This Howe truss bridge is 80 feet long and was built in 1933. The design is unique among Oregon roofs in that it features windows with curving arch tops. Saved from rumors of demolition in the 1950's, the bridge was remodeled in 1969. DIRECTIONS: *From Sutherlin travel west on Hwy. 138 approximately two miles to Sterns Lane. Turn north on Sterns Lane to Rochester Road. The bridge is just north of the intersection of Sterns Lane and Rochester Road.*



35. CAVITT CREEK BRIDGE *Douglas County*

(World Guide Number 37-10-06)

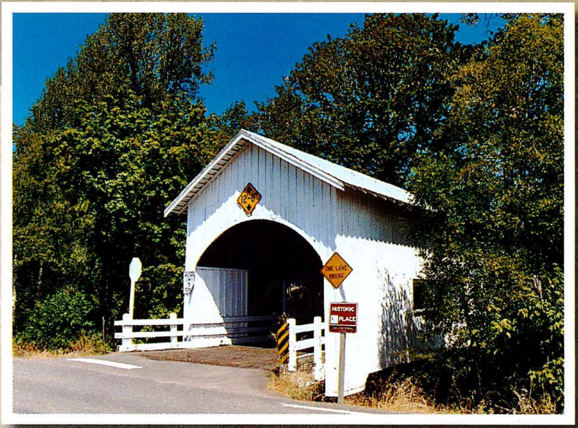
Built in 1943 over the Little River, this bridge used Howe truss architecture and features Tudor arch portals to accommodate heavy log truck usage. Three windows and narrow slits above each truss allow daylight into the interior. Concrete piers support the floor of longitudinal running planks. DIRECTIONS: *From Roseburg take Hwy. 138 east to Glide. Just before entering Glide turn south on Little River Road. The bridge is approximately seven miles south of Hwy. 138 at the intersection of Little River Road and Cavitt Creek Road (country roads 17 and 82).*



38. NEAL LANE BRIDGE *Douglas County*

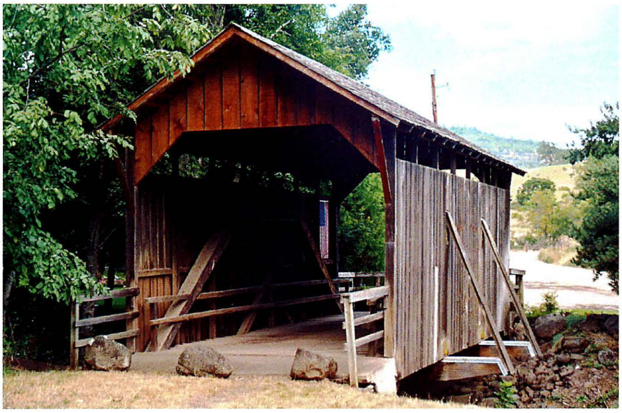
(World Guide Number 37-10-07)

The Neal Lane bridge is 42 feet long and spans the stream known as Myrtle Creek. It is one of the shortest covered bridges in Oregon and the only one to use the Kingpost truss design. Some locals believe the bridge was constructed in 1939, although some records show 1929. DIRECTIONS: *From the city center of Myrtle Creek travel south on Main Street to Riverside Drive. Head east on Riverside Drive to Day's Creek Cut Off Road. Travel south on Day's Creek Cut Off Road to Neal Lane.*



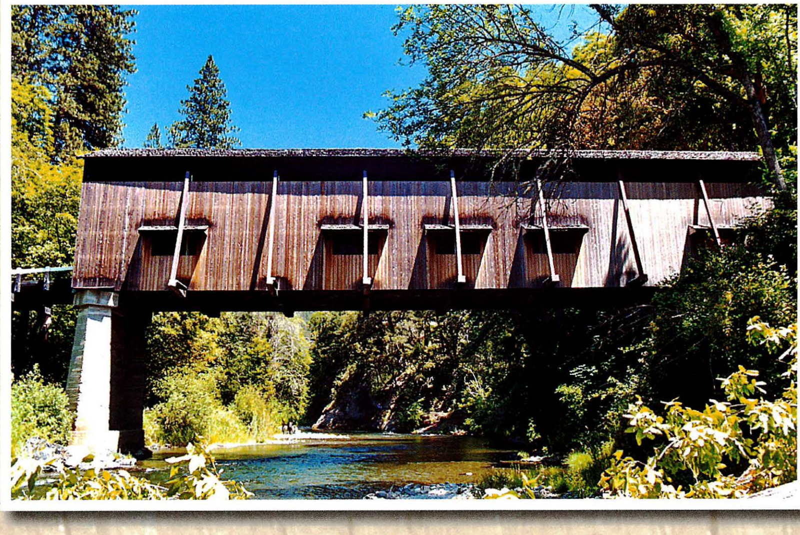
42. **LOST CREEK BRIDGE,** *Jackson County* (World Guide Number 37-15-03)

Shortest of all Oregon bridges, this structure is 39 feet long and crosses Lost Creek. It was built around 1818, making it the state's oldest standing covered bridge. It was rebuilt in 1919 with features that include the Queenpost truss design with a shingle roof. DIRECTIONS: *From Eagle Point, continue southeast on Royal Avenue to Hwy. 140. Continue on Hwy. 140 to Lake Creek Loop Road. Take Lake Creek Loop Road south through Lake Creek and continue on South Fork Little Butte Creek Road. Turn south on Lost Creek Road approximately one half mile to the bridge. Lost Creek Bridge is 4 miles south of the town Lake Creek.*



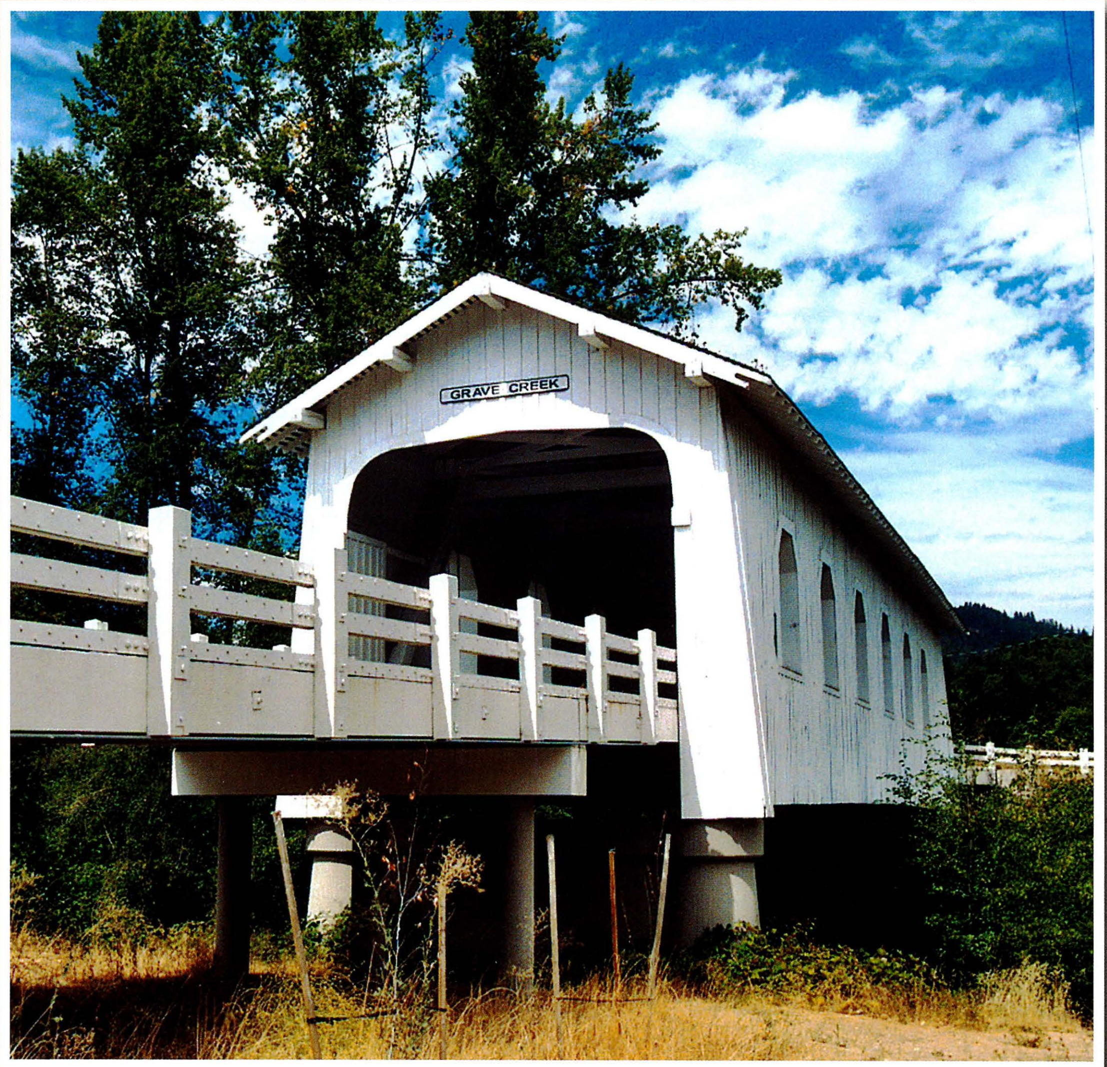
43. **MCKEE BRIDGE,** *Jackson County* (World Guide Number 37-15-06)

This rustic 122 foot bridge spans the Applegate River just eight miles from the California border. It was built in 1917 with Howe truss design, flying buttresses, open daylight windows and a shingle roof. DIRECTIONS: *From Medford travel west on Hwy. 238 through Jacksonville to Ruch. Head south on Applegate Road for approximately 8.5 miles to the bridge.*



44. GRAVE CREEK BRIDGE, *Josephine County* (World Guide Number 37-17-01)

Covering a 105 foot span at Sunny Valley, this well preserved bridge from 1920 can be seen by motorists traveling Interstate 5. Features include a Howe truss design with six Gothic style windows on each side, concrete abutments, rounded portals, and a shake roof. DIRECTIONS: *From Grants Pass, travel 15 miles north on Interstate 5 to the Sunny Valley exit. Turn on to Sunny Valley Loop Road and continue north for about one mile. Grave Creek Bridge can be seen from Interstate-5, and is approximately 0.25 miles from the highway.*



9. DEADWOOD CREEK BRIDGE, *Lane County* (World Guide Number 37-20-38)

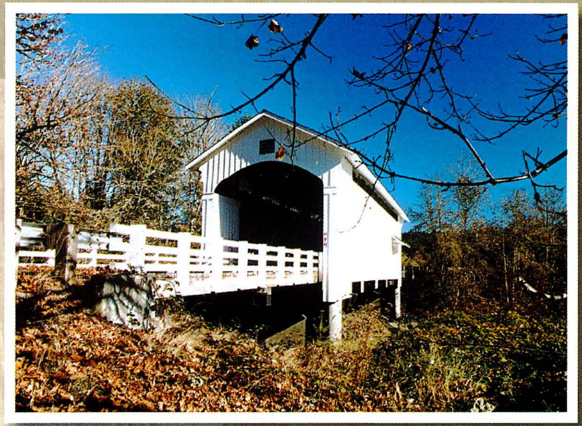
Among the state's finest refurbished covered bridges, this structure was built in 1932. The 105 foot span over Deadwood Creek is supported by Howe truss design. Rehabilitated in 1986 with new siding, flooring, portal boards, roof, and reinforced bracing, the portal was changed from the original semi-elliptical to a Tudor arch style. DIRECTIONS: *From Eugene, travel west to Mapleton on Hwy. 126. Continue northeast on Hwy. 36 through Swisshome 12 miles to Deadwood. Turn north on Lower Deadwood Road. Follow Lower Deadwood Road approximately 5 miles and turn right onto Deadwood Loop Road. Deadwood Creek Bridge is on Deadwood Loop Road at mile point 0.3.*

22. WILDCAT CREEK BRIDGE, *Lane County* (World Guide Number 37-20-04)

Constructed in 1925, crossing 75 feet over the Siuslaw River, this bridge has massive single timber chords, measuring 16" x 16" x 113 feet on the Howe truss span. Located in one of the most scenic areas in the state, the bridge was renovated in 1990. DIRECTIONS: *Travel 33 miles west of Eugene on Oregon Hwy. 126 to Whitaker Creek / Clay Creek Recreation Area turnoff. Exit the highway on the south side and follow the road back under the highway and railroad tracks. Head north a short distance to the bridge.*

11. EARNEST BRIDGE, *Lane County*

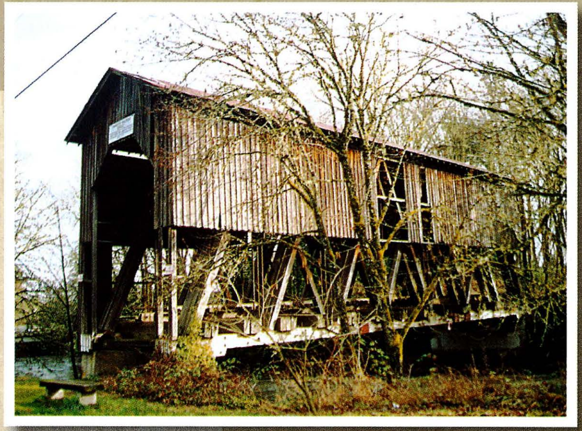
(World Guide Number 37-20-35)



This 75 foot, Howe truss bridge spans the Mohawk River. It was built in 1938 to replace an earlier structure called Adams Bridge, dating from 1903. It has the distinction of having appeared in the movie "Shenandoah", filmed in the 1960's. DIRECTIONS: *From Interstate 5 at Eugene take Exit 194, Hwy. 105 east to Marcola Road. Follow Marcola Road approximately 14 miles. Earnest Bridge is located on Paschelke Road.*

6. CHAMBERS RAILROAD BRIDGE,

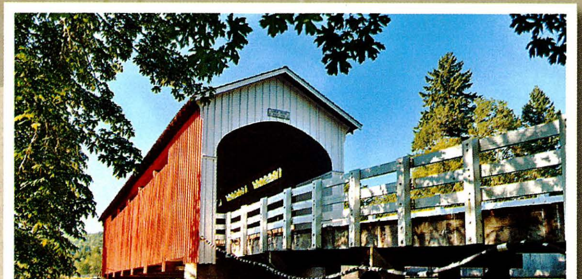
Lane County (World Guide Number 37-20-040)



Built in 1925 as a logging spur, this hand hewed Howe truss bridge is the last covered railroad bridge in Oregon. Rail traffic ended in 1943 when the sawmill burned. Because the bridge was built to accommodate steam engines pulling logging trains, the sides of the structure are much higher than other bridges. DIRECTIONS: *From Cottage Grove, travel south on Hwy. 99 to Harrison Avenue. Turn west on Harrison Avenue to Old River Road. Turn south on Old River Road. Chambers Rail Road Bridge is off Old River Road just south of Harrison.*

8. CURRIN BRIDGE, *Lane County*

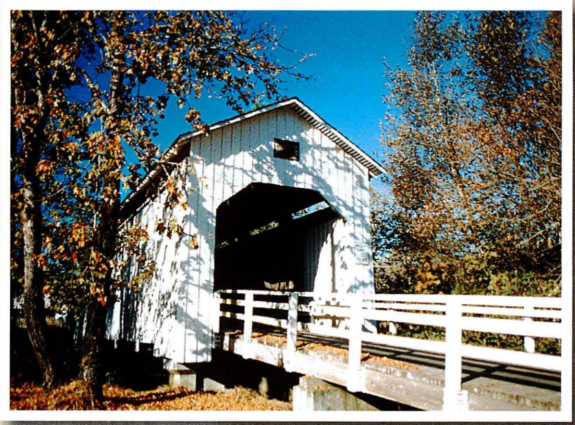
(World Guide Number 37-20-22)



This popular landmark crosses the Row River with a Howe truss span of 105 feet. Built in 1925 to replace an old bridge from 1883, the new structure includes hand hewed chords and crosswise planking. Restored in the 1990's, the bridge can be recognized for its white portals and red sides. DIRECTIONS: *From Cottage Grove, travel 4 miles southeast on Row River Road to the intersection of Laying Road. The bridge crosses the Row River at this location. The Mosby Creek Bridge is also located on Laying Road approximately one mile away.*

17. **PARVIN BRIDGE,** *Lane County*

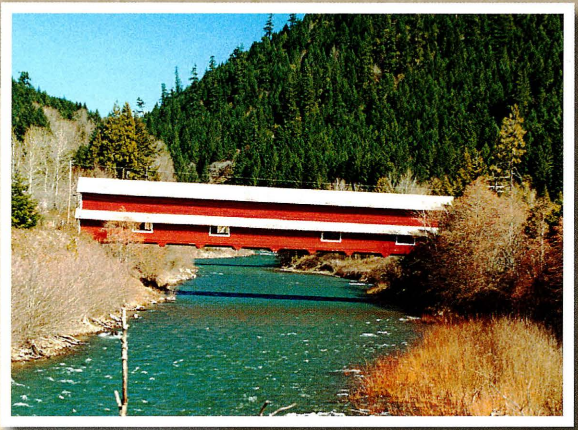
(World Guide Number 37-20-19)



This Howe truss style bridge was built in 1921 to replace an older deteriorated structure. The 75 foot roadway crosses Lost Creek. The span was bypassed in the 1970's when the road was realigned but was repaired and reopened in 1986 to light traffic. DIRECTIONS: *From Interstate 5, south of Eugene, take Hwy. 58 southeast to Dexter. Turn south on Lost Creek Road. Turn right onto Rattlesnake Road from Lost Creek Road at Mile Point 1.8 and follow Rattlesnake west for 0.5 miles. Turn south on Lost Valley Lane to Parvin Road. Continue south on Parvin Road to the bridge.*

16. **OFFICE BRIDGE,** *Lane County*

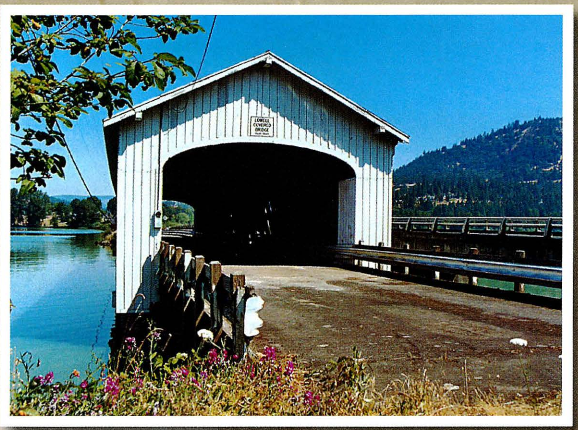
(World Guide Number 37-20-39)



At 180 feet, this bridge is Oregon's longest span. It was built in 1944 by a lumber company over the North Fork of the Middle Fork of the Willamette River. The Howe truss members designed for heavy loads are huge with multiple tension rods and compound chords. Lane County acquired the property in 1992 and refurbished the structure. DIRECTIONS: *From Interstate 5 south of Eugene, take Hwy. 58 east towards Oakridge. Just before entering Oakridge, near milepost 31, turn west onto Westridge Ave. Continue to Westfir on County Road 6128. Travel about 2.5 miles to the mill site, community and bridge.*

13. **LOWELL BRIDGE,** *Lane County*

(World Guide Number 37-20-18)



The first bridge at this site on the Middle Fork of the Willamette River was built in 1907 and rebuilt in 1945. A few years later it was raised six feet to prevent being damaged by floods. In 1981, the 165 foot bridge was closed and is presently scheduled for restoration. DIRECTIONS: *From Interstate 5 south of Eugene, take Hwy. 58 east towards Lowell. The bridge is located on the south side of Dexter Lake in Lowell, Oregon.*

18. **PENGRA BRIDGE,** *Lane County* (World Guide Number 37-20-15)

The Pengra Bridge, built in 1938, contains two of the longest timbers ever cut for a bridge in Oregon. The lower chords are 16" x 18" x 126 feet, too large to even run through a mill, so they were hand hewed in the woods. Closed in 1979, the bridge was repaired and reopened in 1995. DIRECTIONS: *From Interstate 5 south of Eugene, take Hwy. 58 east to Parkway Road. Follow Parkway Road north to the community of Jasper. Turn southeast on Jasper Lowell Road for about 3 miles. Turn east on Little Falls Creek Road and travel 0.25 miles to Place Road and the bridge.*

12. **GOODPASTURE BRIDGE,** *Lane County* (World Guide Number 37-20-10)

This Howe truss bridge was built in 1938 by Lane County with a 165 foot covered span crossing the McKenzie River. In 1987, the structure was renovated to its original beauty and is now one of the most photographed covered bridges in the state. DIRECTIONS: *From Springfield travel east on Hwy. 126 (McKenzie River Highway) for about 25.5 miles .Goodpasture Bridge is on Goodpasture County Road at Hwy. 126, just east of Vida.*

49. **FISHER SCHOOL BRIDGE,** *Lincoln County* (World Guide Number 37-21-11)

This Howe truss bridge has a 72 foot span over Five Rivers. It was built in 1919 by a group of farmers and renovated in 1927. The design features semi-elliptical portal arches, narrow openings under the eaves and flared side walls. During the 1970's, the structure was strengthened and is the only one of several in the area that remains. DIRECTIONS: *From Interstate 5 take the Corvallis exit 228 west 38 miles through Philomath on US Hwy. 20. Follow Hwy. 34 southwest through Alsea and continue 20 miles west to the Five Rivers Fisher Road (Forest Service Road 141).*

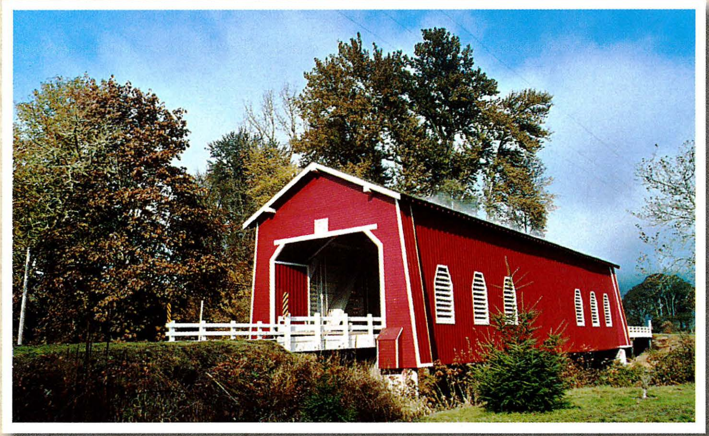
47. **CHITWOOD BRIDGE,** *Lincoln County* (World Guide Number 37-21-03)

This 96 foot bridge was built in 1926 to span the Yaquina River at a thriving logging community. When the logging boom ended, the structure fell into disrepair. In 1983, the landmark was rehabilitated with repairs to the roofing, flooring, siding, and approaches. DIRECTIONS: *From Interstate 5 take the Corvallis exit 228 west 38 miles through Philomath on US 20. The bridge adjoins Hwy. 20 at Milepost 17 near Chitwood.*

CHITWOOD
WEIGHT LIMIT 15 TONS

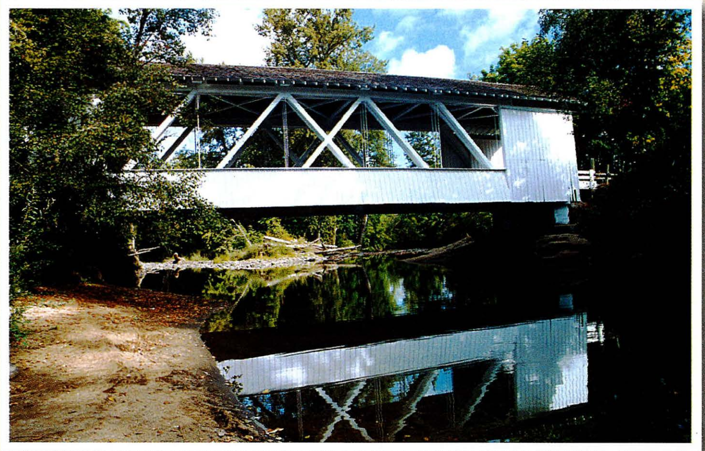
28. **SHIMANEK BRIDGE,** *Linn County* (World Guide Number 37-22-03)

Four bridges fell to various mishaps on this site until 1966 when the current Howe truss bridge was finished with a 130 foot span over Thomas Creek. Red paint, trimmed with white, semi-elliptical portal design, and louvered windows are features similar to the former 1927 bridge. DIRECTIONS: *From Interstate 5 take exit 238 just north of Albany and travel east to Jefferson. Just east of the arch bridge over the Santiam River, turn right on South Main Street and continue until the street becomes Jefferson Scio Drive. Continue east into Scio and turn left onto Hwy. 226. Follow Hwy. 226 two miles east and turn north onto Richardson Gap Road and the bridge.*



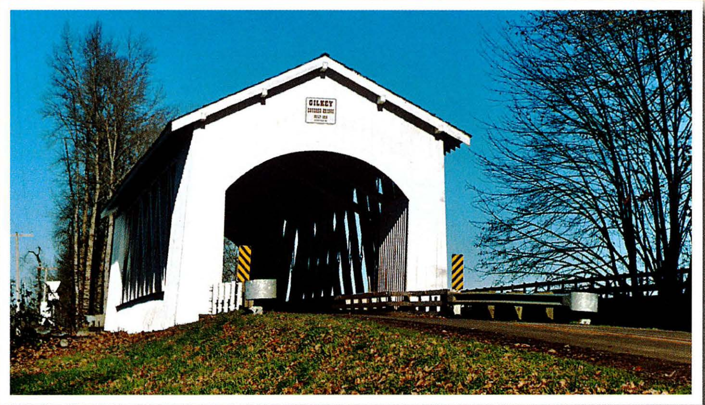
27. **LARWOOD BRIDGE,** *Linn County* (World Guide Number 37-22-06)

Partially exposed trusses, white wash interior and rounded portals distinguish this bridge. It was built in 1939 with a 105 foot span crossing Crabtree Creek. The diagonal timbers were repaired in 2002. DIRECTIONS: *From Interstate 5 take the Albany exit 233. Turn east on Hwy. 226 (US Rt 20) and continue 1 mile past Crabtree. Turn east on Fish Hatchery Road for approximately 6 miles to the bridge.*



24. **GILKEY BRIDGE,** *Linn County* (World Guide Number 37-22-04)

Gilkey was a busy town in its day with a covered bridge constructed in 1939, standing alongside a railroad bridge. Nearly all is gone now except the Howe truss refurbished bridge with a 120 foot span over Thomas Creek. DIRECTIONS: *From Interstate 5 north of Albany take exit 238 and travel east to Jefferson. Just east of the arch bridge over the Santiam River, turn right on South Main Street and continue until the street turns into Jefferson Scio Drive. Continue towards Scio and turn south onto Robinson Drive. As Robinson Drive curves east, turn right on Goar Road and travel 1.5 miles to the bridge.*

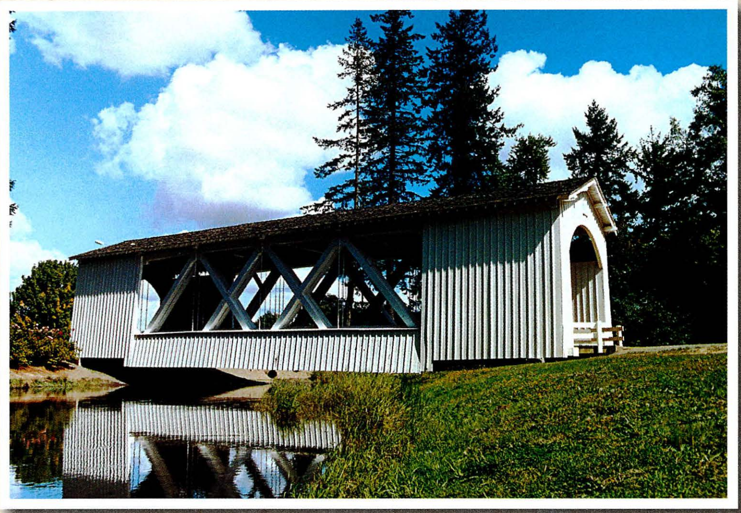


23. **CRAWFORDSVILLE BRIDGE,** *Linn County* (World Guide Number 37-22-15)

This 105 foot Howe truss bridge was built in 1932 and was renovated in 1996 following flood damage.. It features another version of Linn County's open truss style displaying a long, narrow slit along each side of the structure. DIRECTIONS: *From Interstate 5 south of Albany, take exit 216 east onto Hwy. 228 to Crawfordsville. The bridge is located at the west end of Crawfordsville, beside Hwy. 228.*

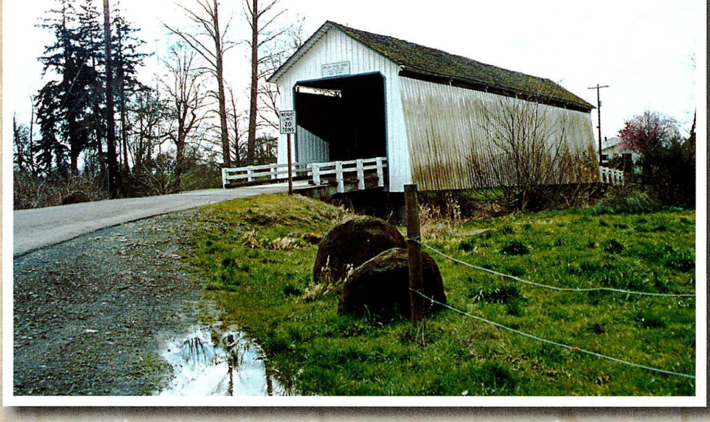
32. STAYTON JORDAN BRIDGE, *Marion County* (World Guide Number 37-24-02)

This 90 foot, partially-open Howe truss bridge was relocated from Thomas Creek in Linn County to the Salem Power Canal and rebuilt in 1988. Christmas lights ignited a fire in 1994 and local citizens worked to construct a new bridge that was dedicated in 1998. DIRECTIONS: *From Interstate 5 at Salem,take exit 253 east on Hwy. 22 for 15 miles to the Stayton Sublimity turnoff. Go south 1 mile to Stayton. Turn east on Marion street to Pioneer Park and the bridge.*



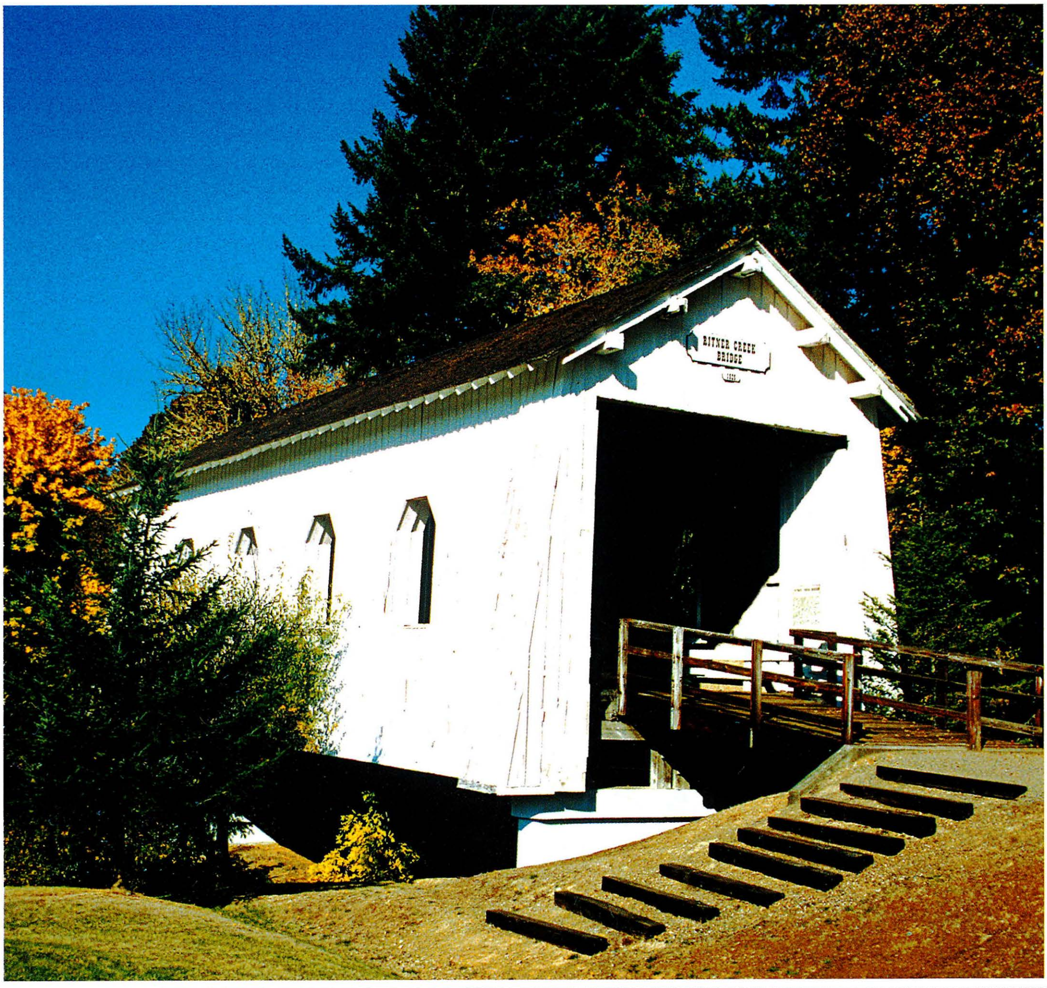
31. GALLON HOUSE BRIDGE, *Marion County* (World Guide Number 37-24-01)

Named for its use as a dropoff at the north entrance for gallons of prohibited whiskey to the neighboring dry town of Silverton, this bridge was constructed in 1917 over an 84 foot span of the Abiqua Creek. Deteriorated and damaged by flood, the old structure was reconstructed in 1990. DIRECTIONS: *From Interstate 5 at Salem, take exit 258 north onto Hwy. 213 and travel 14 miles to Silverton. At Silverton turn north on Hwy. 214 to Hobart Road. Turn west on Hobart to Gallon House Road. Go north on Gallon House Road to the bridge.*



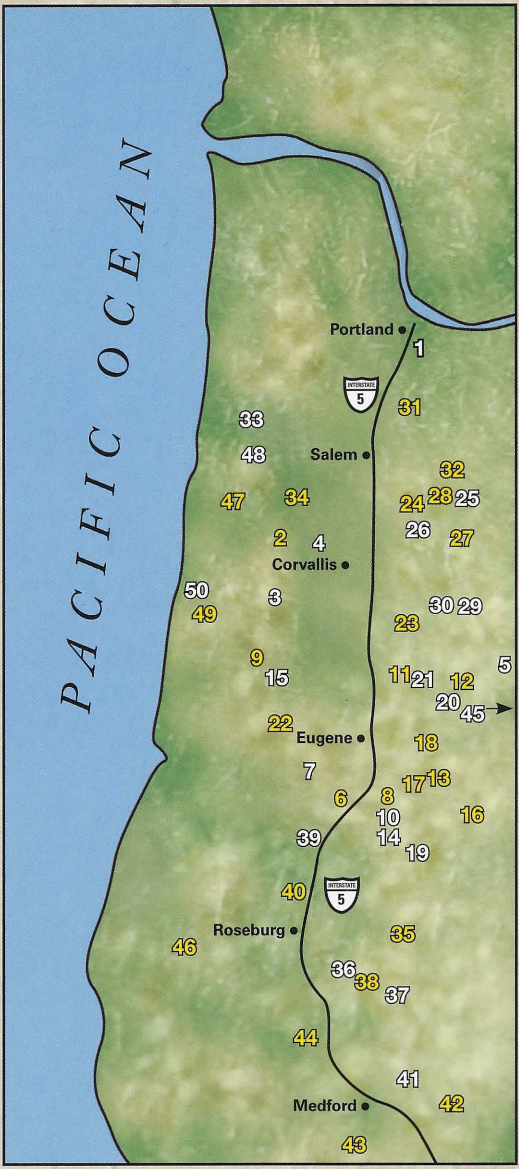
34. **Ritner Creek Bridge,** *Polk County* (World Guide Number 37-27-01)

This 75 foot bridge crossing Ritner Creek was built in 1927 with standard Howe truss supports with rounded portals and arched windows. In the 1960's, the portals were squared to allow larger loads to pass. In 1976, a new concrete bridge was built and the old covered bridge was lifted from its foundation and relocated downstream from its original site. DIRECTIONS: *From Interstate 5 at Salem, take exit 258 and go south west 5 miles on Portland Road to the junction of Hwy. 22(Marion Street). Turn west crossing the Willamette River 17 miles to Dallas. From Dallas travel south on Hwy. 223 approximately 12 miles through Pedee. Ritner Creek bridge is 3.5 miles south of Pedee.*



OREGON
COVERED BRIDGES

County	Name
Metro Portland	
1: Multnomah	Cedar Crossing
Willamette Valley	
2: Benton	Harris
3: Benton	Hayden
4: Benton	Irish Bend
5: Lane	Belknap
6: Lane	Chambers Railroad
7: Lane	Battle Creek
8: Lane	Currin
9: Lane	Deadwood
10: Lane	Dorena
11: Lane	Earnest
12: Lane	Goodpasture
13: Lane	Lowell
14: Lane	Mosby Creek
15: Lane	Nelson Mountain
16: Lane	Office
17: Lane	Parvin
18: Lane	Pengra
19: Lane	Stewart
20: Lane	Unity
21: Lane	Wendling
22: Lane	Wildcat Creek (Austa)
23: Linn	Crawfordsville
24: Linn	Gilkey
25: Linn	Hannah
26: Linn	Crabtree
27: Linn	Larwood
28: Linn	Shimanek
29: Linn	Short
30: Linn	Weddie
31: Marion	Gallon
32: Marion	Stayton-Jordan
33: Polk	Fourtner
34: Polk	Ritner Creek
Southern Oregon	
35: Douglas	Cavitt Creek
36: Douglas	Horse Creek
37: Douglas	Milo Academy
38: Douglas	Neal Lane
39: Douglas	Pass Creek
40: Douglas	Rochester
41: Jackson	Antelope Creek
42: Jackosn	Lost Creek
43: Jackson	McKee
44: Josephine	Grave Creek
Central Oregon	
45: Deschutes	Rock O' The Range


PACIFIC OCEAN
Portland
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INTERSTATE 5
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Salem
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Corvallis
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INTERSTATE 5
Roseburg
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44
41
Medford
42
43

Bridges featured in this book are in yellow.

County	Name
Oregon Coast	
46: Coos	Sandy Creek (Remote)
47: Lincoln	Chitwood
48: Lincoln	Bear Creek
49: Lincoln	Fisher School
50: Lincoln	North Fork

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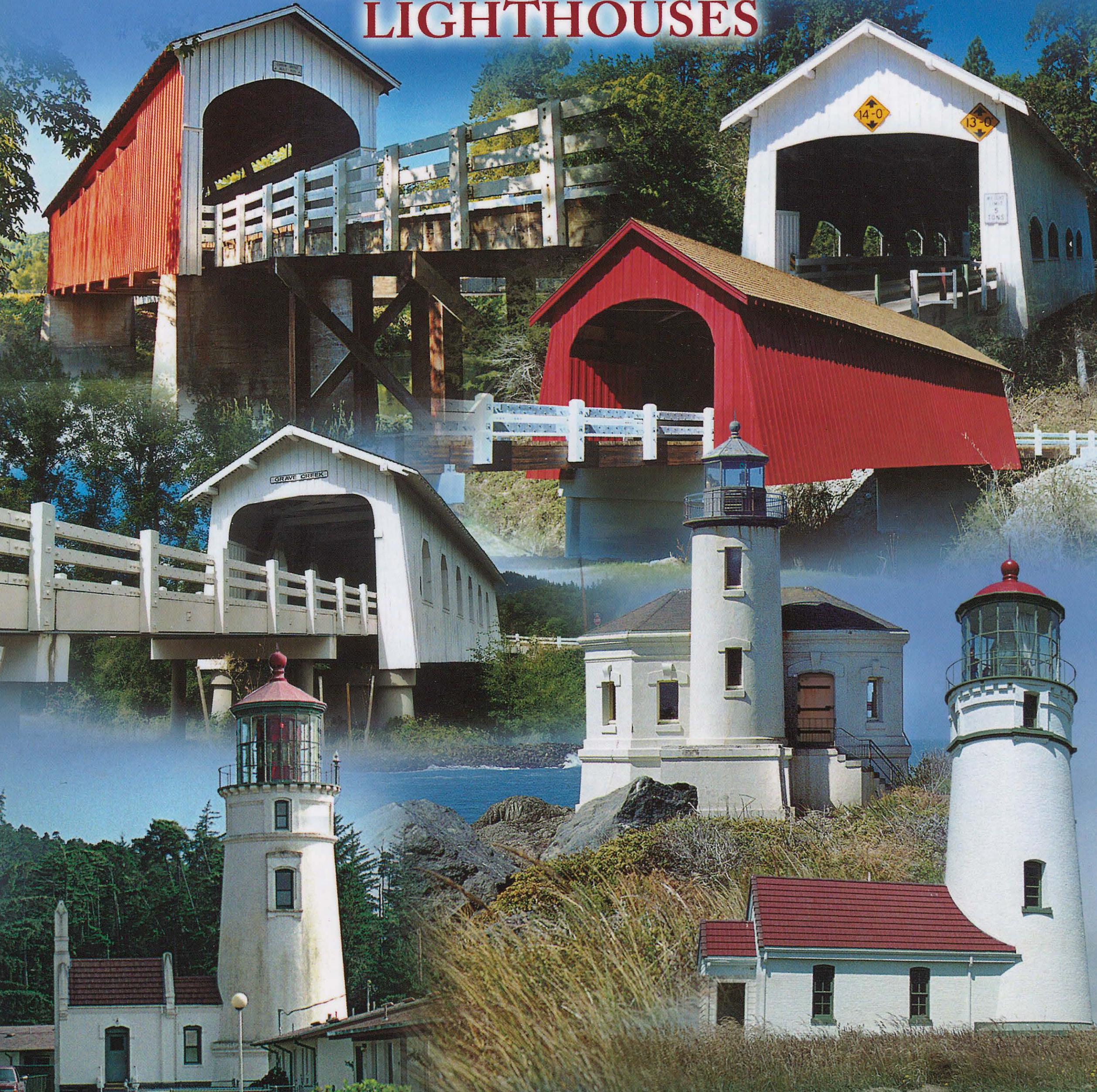
OREGON

COVERED BRIDGES & LIGHTHOUSES


14-0
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GRAVE CREEK

includes two
Washington Lighthouses

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